STORY OF THE DISASTER TO GUNBOAT BENNINGTON AND ITS RESULTS

message the gallant officer thought out between groans of fearful agony; "Mrs. Newman K. Perry, "Honolulu.

"Keep a stiff upper lip, little girl; I'm all right."

Died a Brave Death

Three hours later the soul left his tortured body. America has had many a naval hero, but the name of New-man K. Perry should stand high on the list. He died as a brave man should die, an honor to country and to his flag.

The Bennington is lying within a

stone's throw of the shore. Her star-board side is down to the water's edge, and her bow ten feet higher than her Bennington is now a dirty gray, shading into black, amidships, where the force of the explosion was most felt. The gun deck is a tangle of cordage. Ladders are bent and twisted. Everything is covered with a greasy gray sediment an inch deep in places. One stay was loose and swinging in the morning breeze.

At the stern the stars and stripes are still flying. On deck is a young man in a torn and dirty uniform of a lieutenant. His name is Yates. He is in charge of the ship.

With hands on his hips this slender young man gives orders. Blue clad seaman salute and do his bidding as if nothing had ever happened.

Order Out of Chaos. Bennington is now a dirty gray, shad-

Order Out of Chaos.

The slim little first lieutenant was bringing order out of chaos. He stopped

long enough to say:
"Look about all you like, but don" disturb the commander. He can't be troubled just now. I'd like to talk, but—well, you see I'm very busy." Then he was gone.

A tousled seaman came down a ricket steel ladder. "How's everything," asked a young

sailor of him.

The elder sailor answered without raising his head, "Dead."

"And Lieutenant Perry?" persisted the

youngster, "Dled yesterday afternoon," said the other seaman.

The boy twisted his cap in his hands.
"My God! ain't it awful," he murmured
to himself. He scrambled up the deck,
But he was young. It was his first

John Turpin's Experience.

By and by he will learn, like the big

ers.
Inside the barracks men were tossing on cots, muffled and bundled out of all recognition. recognition.

Here and there a man in his delirium babbled of home. Others screamed as the agony seized them

of an underaking establishment. Two He was burned almost beyond recogambulances stood at the door, a crowd nition by the steam and struck by fly afraid to enter, unwilling to go away, suffering. and striving hard to be content with the glimpses of the dead as they were carface and hands, but not seriously.

at the stretcher, but did not once a way.

Inside twelve sheeted figures lay in a long row. Many were unidentified and the faces were unexposed. Nine men looked as if death found them in their sleep. Their faces were so peaceful and so free from the traces of pain.

All had been scalded, save one. There was an ugly wound on the top of his head. For him there had been no pain.

sought there God only konws. Nothing who seeks a new sensation.

see him?"
Six newspaper men trooped into the little stone-floored room. The man in the apron slowly unwound a towel and lifted the last covering. A veteran of the press was first to speak. There was that about the tortured face which made it hard to speak of the way this brave man died.

"He died like a hero," said the veteran slowly. "God rest his soul tonight."
But Lieutenant Perry would have wanted to die with his men on the floor. Death takes little notice of shoulder straps.

various undertaking establishments. Seven men are known to be in one of the closed apartments. This brings the number of dead up to forty-six, and does not include two missing.

The first report that the deck of the Bennington had been blown out of the ship was an error. It is only between decks that the ship is a ruin. It is an assured fact that boiler "B," the one which exploded first, has been in a bad condition for a long time. In fact, it was so seriously considered by the men that many of them were afraid to sail

on the ship.

Commander Young received his order to meet the crippled Wyoming at Port Harford, and convey her to this port.

Steam wan sotten up in boilers "B" and

A Quick Trip.

port, arriving fully twenty-four hours a carriage and was driven to the com-before she was expected.

Seriously Wounded.

gunner's mate; John Turpin, who escaped the Maine tragedy without a scratch, and who was the first man to go to the rescue yesterday.

L. Archer, able seaman, Fowier, Col., C. W. Barchus, ordinary seaman, Clarinda, Iowa; Pres Carpenter, seaman, Lewiston, Idaho; M. G. Chambers, seaman, Lewiston, Idaho; G. T. Clark, man, Lewiston, Idaho; G. T. Clark, man, Lewiston, Idaho; M. G. W. L. Archer, abfe seaman; Fowler, Col.; one experience like that ought to last chinist, Bremerton, Wash.; C. W. a man a lifetime. John Turpin was not Eleyer; Josiah Ezell, cook, Lott, Tex. a man a lifetime. John Turpin was not born to die by an explosion.

Leaving the wreck, the point of interest was the barracks on the corner of Action and K streets. It has been burriedly turned into a hospital. On the porch were numbers of sailors bandased and burned desperately.

A number of those whose injuries were slight were leaning over a low fence, gossiping with the curious seekers.

Inside the barracks men were tossing on cots, muffled and bundled out of all recognition.

Here and there a man in his delirium

Wounded.

Here and there a man in his delirium
here and home. Others sereamed as
the agony selzed them

Died Decently.

Side by side two sailors were lying,
both burned mortally, scalded until their
fiesh was in quivering strips. The deseman, Odessa Washington; H. C.
deam, electrician, Tucson, Ariz.; L. A.
One lifted his voice in blasphene.

One lifted his voice in blasphene.

More ille on God to take his life from him
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carled on God to prentice seaman, San Francisco; C. E. Miller, machinist, East Stroudsburg, Pa.; O. F. Nelson, machinist, Minneapolis, Minn

everywhere. Thirteen were lying in killed by the explosion. He was acting forced aft; what force could have startroom. forced aft; what force could have started it in that direction? Three blocks further up town there over the exploding boilers on the upper was another crowd about the side door fore-deck.

of young women were hovering about, ing objects. He died after five hours'

n.
pretty young girll of perhaps en, sobbed hysterically as the amce doors were opened. She gazed by stretcher, but did not offer to go de twelve sheeted figures lay in arrow. Many were unidentified and to seriously.

Lieut. A. F. H. Yates, who was in charge of the Bennington in Commander Young's temporary absence, was in his cabin aft when the boilers burst. He rushed out, only to meet a blinding, suffocating cloud of steam as it swept over the vessel.

rushed out, and the steam, even at the Men and women passed up and down extreme after part of the ship, was so this grisly lot, bending over and looking dense, that I could not get a breath of longingly at the dead faces. What they air until I ascended the rail.

"As I ran forward I passed one of our boys crawling on his belly. There was most seeks a new sensation, no time to attend to individual cases; ton street, Denver, Col. (mother).

The got Lieutenant Perry in here, there were so many and they seemed the control of the co "I've got Lieutenant Perry in here," there were so many and they seemed almost like an indistinct memory to me. About thirty of the boys were on the Col. (mother). fore deck, all badly wounded. I called for men to man the boats, and only about twelve, including officers, responded. All the rest were injured or had listment Pernal Armstrong, 1542 Mulli-

"He died like a hero," said the veteran slowly. "God rest his soul tonight."
But Lieutenant Perry would have wanted to die with his men on the floor. Death takes little notice of shoulder straps.

Forty-six Dead.

There are thirty-nine dead men in the various undertaking establishments.

Injuries Not Defined.

"We have no means as yet of ascertaining the extent of our injuries. As far as can be learned, a part of the furnace fell against the boiler, which exploded. It was forced aft, and it is probable that the other boilers also exploded immediately afterward, and the steam pipes were wrecked, liberating

the time must have met death. We cannot tell yet how great is the leak. he holes are probably small, but we

Every man in the engine rooms at

Commander Young received his order to meet the crippled Wyoming at Port Harford, and convey her to this port Steam wan gotten up in boilers "B" and "D."

These boilers underwent repairs not long ago at Mare Island and were tested there for 200 pounds pressure. At the time of the explosion the gauge marked 120 pounds.

would have sunk had we not had the ship towed ashore.

"The ship may be a complete wreck below, however, as far as can be told at the present time. Seven bodies are still in sight in the boiler room under the wreckage, and they will be secured as soon as possible. Men are now at work cutting a hole into the other engine room through the bulkhead."

Commander Young Acts.

On July 9 the Bennington left Hono-lulu. She made a very quick trip to this Commander Lucien Young jumped into One reason for speed may have been and was hurried to his ship. The Ben-Telephone Main 1385.

the Uliness of Lieut. Victor Blue, of Spainsh-American work farme. Blue was controlled the Commander Venue. "Our belief were doit, but had recently been inspection." The commander Venue. "Our belief were obtained strain." The commander Venue. "Our belief were obtained were horizontal strain." The commander Venue. "Our belief were obtained were only but had recently been inspection." The commander Venue. "Our belief were obtained were only but had recently been inspection." The commander venue. "Our belief were obtained were only but had recently been inspection." The commander venue. "Our belief were obtained were only but had recently been inspection." The commander venue. "Our belief were obtained were only but had recently been inspection." The commander venue. "Our belief were obtained were only but had recently been inspection." The way under the work of the commander venue. "Our belief were only but had recently been inspect where it be business." The way in the commander venue. "Our belief were only were in business." The way in the work of the course of the men who were only were in business. "East of the men who were only were in business." The publication for the south of the mind who were only were in business. "As So Far Ascortiance of week of the mind who were only were in business." The course of the mind who were only were in business. "As so Far Ascortiance of were in the course of the mind who were only were in business." The course of the mind who were only were in business. "As so Far Ascortiance of the mind who were the were well as the work of the well as the were well as the well as the well as the well as the work of the well as the well as the well as the work of the well as the we

A court of inquiry will be appointed to inquire into the cause of the accident to the Bennington and to fix the respon-

Begineer officers do not recall when a boiler has exploded aboard a warship of the United States. Mishaps have occurred in the boiler room, but with slight loss of life or injuries.

A steam pipe on the Concord, which has boilers identical with those of the Bennington, burst at one time, killing two men.

Dresch, E. (ordinary seaman); Charles Dresch, 570 First avenue, Newark, N. Justin, Jarrett Hughes (boilermaker); Mrs. E. Dustin, 238 North Chandler Street, Topeka, Kan. (mother). Datieff, Fig. August (fireman, second class); Mrs. Elizabeth M. Davis, 2408 Sixth street, Seattle, Wash. (mother). Dean, Harvey Clinton (electrician second class); Mrs. Arthur C. Sinking. curred in the boiler room, but with slight loss of life or injuries.

A steam pipe on the Concord, which has boilers identical with those of the Bennington, burst at one time, killing two men.

Officers of the steam engineering department, when the news was first taken to them, utterly disbelieved the report that the entire boiler exploded.

Believed It Impossible.

"It is simply an impossibility for a marine boiler to explode," said one of the steam one of the control of the steam of the steam engineering department, when the news was first taken to them, utterly disbelieved the report that the entire boiler exploded.

Believed It Impossible.

"It is simply an impossibility for a marine boiler to explode," said one of the control of the steam of th

marine boller to explode," said one of them. "There must have been a mistake here in the report. A tube may have burst, but not the whole boller."

Later the incredulous officers were later the incredulous officers were resistance.

"Then the report speaks of persons on deck being blown overboard. This is deck being blown overboard. This is another thing which it is hard to reconcile with any of our ideas of the strength of pressure in these boilers. This leads me to believe that there must have been something exploded besides the boilers.

"When last inspected it was realized that the boilers would soon have to be replaced, but it was decided that repairs could be made which would place the ship in excellent cruising condition."

Crew of Gunboat

and Next of Kin The following is the list of the crew

of the Bennington, as given out at the Navy Department last night, together with their work and their next of kin: Allen, Joel Cornelius, apprentice sea-man; Frances Clark, Waukon, Wash. (mother). Archer, Le Roy Brewster (A. S.); Mag-

gie V. Archer, Fowler, Col. (mother). Anderson, Amos J. (Yeo. third class); liott, 905 South Fifteenth street, Denver,

Armstrong, Samuel (M. A. third class); residence, Baltimore, Md. (No next of kin given on last enlistment). peen driven over the side by the scald-gan street, Baltimore, Md. (mother). Bodwell, Burke E. (A. S.); E. J. Bodwell, Court House, Omaha, Neb. (guar-

dian). Boyens, Louis (A. S.); John Boyens, 707 South May street, Chicago, Ill.

(father),
Brock, George Frederick (O. M. second class); Henry Brock, Newburg, Ohio

(father).
Brock, George Frederick (O. M. second class); Henry Brock, Newburg. Ohio (brother).
Barchus, Clarence Edward (O. S.); John W. Barchus, Clark and Fifteenth streets, Clarinda, Iowa (father).
Boers, Edward (O. S.); C. Boers, Belvue, Ky. (father).
Babcock, Frederick (G. S.); C. Boers, Belvue, Ky. (father).
Babcock, Frederick (Yeo. second class); W. C. Baker, Tishomingo, I. T.
Barchus, John Calvin (O. S.); John W. Montromery, 1424 Weinman street, East St. Louis, Ill. (father).
Mumper, Chester A. (app. sea.); Mrs. Mumper, Alliance, Neb.
Parfet, Illo Bison street, Cripple Creek, Col. (father).
Quinn, Michael George (oiler); Kate Quinn, 216 Pleasant street, Winthrop, Mass. (sister).
Saunders, Harry Fay (app. sea.); Mrs. R. T. Fellis, Springfield, Mo. (mother).
Wostsell, William H. (app. sea.); Wrs. Boston, Mass. (father).
Wilton, Alexander (app. sea.); Alexan-

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J. WILLIAMALEE, UNDERTAKER AND LIVERY,

reet, Chicago (mother). Curtoni, Frank de (Oiler); F. De Cur-mi, 803 Clement street, San Francisco, toni, 803 Clement street, Cal. (uncle). Dresch, E. (ordinary seaman); Charles Dresch, 570 First avenue, Newark, N.

(mother).

Groves, Dick S. (coal passer); Samuel Lewis Groves, 3405 K street, San Diego, Cal. (father).
Gaarder, Karl Oloof (gunner's mate, third class); T. O. Gaarder, Waglid, Norway.
Ganthier, Lyn Joseph (boatswain's mate, first class); Mrs. Mary Ganthier, 28 Hudson street, Reading, Pa. (mother), Grbitch, R. (seaman); Anna Lastavica, Zeugg, Croatia, Austria (sister).
Hughes, Bert Arthur (ordinary sea-

Hughes, Bert Arthur (ordinary seaman); W. O. Hughes, Clarksville, Ark. Haggbloom, Clyde (coal passer); Gus Haggbloom, Leadville, Col. Hansom, B. (coal passer); Jacob Hanson, 244 North Oakley avenue, Chicago,

(father). (flather). (flather). (flether, Joseph (fireman, second flether, Waterville, Ill. (father).
Hilcher, Joseph (fireman, second class); Mrs. A. Hilcher, Waterville, Wash. (mother).
Hill, Frank E. (ship's cook, first class); J. C. Hill, Lagrange, Ind. (father).
Hellings, Thomas F. (seaman); Charles B. Hellings, 5515 Boyer street, Germantown, Philadelphia, Pa. (father). Karlberg, John (app. sea.); Carl Karlberg, 17 Cranch street, Quincy, Mass.

berg, If Cranch street, Quincy, Mass. (father).

Kennedy, Ward Van (app. sea.); Lewis Kennedy, Allance. Neb.
Benedict Vinson (elect., first class); P. E. Edbrooks, 931 Seventeenth avenue, Denver, Col. (friend).
Clausey, John Joseph (chief g. m.); Mrs. J. J. Clausey, Santa Cruz, Cal. (wife).
Corka, John (app. sea.); Mrs. M. Corka, 521 Reed street, Milwaukee, Wis. (mother).
Grant, Walter G. (C. P.); Gilbert F. Frank, 683 Sedgwick street, Chicago, Ill. (father).

(father). Furey, John E. (app. sea.); John J. Furey, 207 Post street, San Francisco, al, (father).

Kikuchi, Nakajiro (mess att., third lass); Tome Kikuchi, Tokyo, Japan (mother).

Knoblech, Harry John (app. sea.);
John C. Knoblech, 516 Schrader street,
San Francisco, Cal. (father).

Mass. (sister).
Saunders, Harry Fay (app. sea.); Mrs.
R. T. Fellis. Springfield, Mo. (mother).
Wostsell. William H. (app. sea.); William H. Wostsell. 522 Tremont street,
Boston, Mass. (father).
Wilton, Alexander (app. sea.); Alexan-

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WASHINGTON, D. C.

Othio (uncle).
Young, Golson (sea.); Mrs. M. Brenning, West Berkeley, Cal. Later communication, Mrs. Rita Brenning, Regmer. 1936 Jackson, San Francisco, Cal. (The following part of the crew constitute the detachment that joined the Bennington July 18 from San Francisco. titute the detachment that joined the Bennington July 18, from San Fran-

Archer, Don Cameron (app. sea.); David Slattery, 1775 Fifth street, West David Slattery, 1775 Fifth street, West Oakland, Cal. (guardian).
Carr, Robert Hartley (app. sea.); Mrs. Mary A. Carr, 268 Walbridge avenue; Toledo, Ohio (mother).
Eachus, Chester Jerome (app. sea.); Imelda Eachus, 1555 Tower Grove avenue, St. Louis, Mo. (mother).
Brown, Frank (app. sea.); Marcus L. Brown, Camas Valley Ore.
Fohl, William E. (app. sea.) William C. Fohl, 1022 North Sutter street, Stockton, Cal. (father).

C. Foll, 1022 North Satter steet, Stockton, Cal. (father).
House, Richard A. (app. sea.); R. A. House, 627 Santa Fe street, Colorado Springs, Col. (father).
Ingersoll, Anton Alva (app. sea.); George H. Ingersoll, 3131 East Fourth avenue, Denver, Col. (father).
Kempton, Jodie Wirt (app. sea.); Osman B. Kempton, 136 Lincoln street, Loveland, Col. (father).
Wright, William W. (F., second class); Henry Wright, Franklin Park., N. J. (father).

(father).
Wilson, William Clyde (app. sea.);
Mrs T. B. Taylor, Santa Cruz, Cal.
(mother).
Bushnell, Meredith A. (app. sea.); L.
Bushnell, Waco, Tex.

At Navy Department Official Washington is appalled at the pendicitis. Only received in the pendicitis.

Anxious Relatives

news of the terrible disaster to the gunbeat Bennington.

All night long and this morning crowds thronged the corridors of the Navy Department, anxious to learn the fate of their relatives, and score the long that the long and score the long that the long and this morning was removed to the Sumner. Ensign Wade only recently graduated fate of their relatives, and scenes simi-lar to those prevailing during the Spanish war were enacted. Officials hurried from one bureau to another, or gather-

No one could, seemingly, understand how such an accident could occur, as it was well known that the boilers of the Bennington had recently been in-spected and the ship was manned by many of the most careful men in the

As soon as the news of the explo-As soon as the news of the explosion reached the department yesterday afternoon Capt. W. P. Potter, acting chief of the Bureau of Navigation, immediately directed that medical assistance be sent from the Mare Island, and instructed Commander Young to give the department full details of the disaster.

Several Hours of Suspense.

For several hours there was great suspense on the part of the government ville, Col. al passer); Jacob Han- officials and the lack of details caused the most intense anxiety especially as every moment persons who had rela tives on board the Bennington rushed to the department in quest of information.

Telegrams came pouring in from every section of the country inquiring as to whether a father, husband, or son was killed, but the officials could not furnish the required information.

Captain Potter and the other officers of the Bureau of Navigation made extensive plans for transmitting the news to those whose loved ones were on the ship. Upon the receipt of the message giving the list of killed and injured Mr. Darling, Acting Secretary of the Navy, at once had a telegram sent to the next of kin of the dead as follows:

"Department regrets to report that was killed this morning by bursting of a boller on the Bennington. You have the sincere sympathy of the department in your loss."

Other dispatches were sent to the next of kin of those wounded substituting the word "wounded" for killed. Lieut. Commander H. B. Wilson of the Bureau of Navigation, who has tharge of the assignment of enlisted men, upon learning of the explosion immediately set about to prepare a Telegrams came pouring in from

CHURCH NOTICES.

CALVARY BAPTIST CHURCH, 8th and H sts. nw.; Rev. Samuel H. Greene, D. D. pastor.—9:30 a.m., Sunday school, P. H. Bristow, superintendent. Public worship, with sermons by Rev. A. S. Hobart, D. D., Crozier Theological Seminary, 11 a.m. and 8 p.m. Teachers' Bible Club, Thursday, 7 p.m. Church prayer meeting, 8 p.m. Endeavor meetings, Tuesday, 8 p.m., and Sunday, 6:44 p.m. All are cordially invited. CATHEDRAL CLOSE—The Rev. C. B Pierce, chaplain U. S. Army, will be the preacher at the open-air service Sunday, 4:30 p.m. Vested choir, assisted by the Marine Band. Special cars, 32d st.

Band. Special cars, 32d st. It

IS THERE A PERSONAL DEVIL.? His
Origin, History, and Destiny. Did Ged
Create a Devil? The Origin of Sin. This
will be the subject of an address by J. S.
Washburn, Sunday at 7:35 p.m., at the tent
on the corner of 12th and B sts. se., near
Lincoln park. Tent comfortably seated, well
lighted; a cool place. Do not fail to hear
this lecture on a subject of unusual interest
and importance.

and importance. It
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building, corner Pennsylvania ave. and 10th
st. nw. st. nw. 1t
SECOND CHURCH OF CHRIST. Scientist;
hall 1502 14th st. nw.; services, Sunday, 11
a.m. Subject, "Love." Wednesday, 8 p.m.
Reading room, Traders Bank building, 10th
st. and Pennsylvania aye.

Several days ago twenty-eight men were ordered to the Bennington from Mare Island Navy Yard. It was hoped by the officers of the Bureau of Navi-gation that they had been delayed in starting and had not reached the vessel. Late last night, however, a dis-patch was received from Commander Young, who said that this contingent of seamen reached the ship Wednes-day, and that some of them had beer

Acting Secretary Darling, aner send-Meffernville, Ingram ing a dispatch to President Roosevelt ats (cabin cook); Kose, 3 at Oyster Bay, notifying him of the disaster, issued the following statement "The department has learned with

deepest regret of the disaster which overtook the gunboat Bennington, Nothing unusual has been reported to the department with respect to the boilers in the Bennington. A detailed report on the condition of the boilers was made in March last, and repairs were made in the following May. The boilers on the ships of our navy are receiving constant attention and are constantly under the supervision as well as the inspection of engineers.

"The accident is the most distressing that has befallen an American navalvessel since the blowing up of the Maine. The sacrifice of these lives is as truly made upon the altar of their country as if made in battle. These men died at their posts and must always be honored and mourned by patriotic people."

A cablegram was sent by the Navy Department to Honolulu last night, requesting the commandant of the station there to inform Mrs. Perry of the death of her husband, Lieutenant Perry. A message was also sent to Mrs. Victor Blue, at the same place, advising her that her husband had left the ship before the explosion. fore the explosion.

Commander Not on Board.

By an cdd coincidence neither the commanding officer of the Bennington, Commander Lucien Young, nor the executive officer, Lieut. Victor Blue, were on board the ship when the ex-plosion occurred. Commander Young plosion occurred. Commander Young had gone ashore to send a dispatch to the Navy Department, announcing the vessel's departure ror San Francisco, according to orders. Though an unusual course for a commanding officer to carry his own dispatches, Commander Young's absence from the ship for that reason is not in any way considered liable to criticism.

The dispatch which Commander Young filed announcing the Bennington's

sideried liable to criticism.

The dispatch which Commander Young filed announcing the Bennington's departure reached the department at 12:45. It was the only information which the Bureau of Navigation had with regard to the Bennington's movements up to a late hour yesterday afternoon. For this reason when press dispatches came announcing that the ship had blown up in San Diego harbor officers of the department were puzzled and shocked. Commander Young, it is supposed, was on his way back to the Bennington from shore in a launch when the accident occurred, and he must have been close

on his way back to the Bennington from shore in a launch when the accident occurred, and he must have been close beside the ship. Seeing the explosion he boarded the vessel, first to find out the nature of the accident, and then had a message rushed ashore, notifying the Navy Department. This was received about 4:15.

Mrs. Young, wife of Commander Young, who lives in this city at 1721 Nineteenth street, received a message not long afterward.

It simply stated "One boiler of Bennington exploded John and I safe." The "John" referred to is a colored servant who has been with Captain and Mrs. Young for several years and always accompanies him at sea.

In the case of Lieutenant Victor Blue, who was both navigator and executive officer, his absence from the ship was due to the fact that he had just been taken ashore a day before the ship sailed to undergo an operation for appendicitis.

Only recently a change had been

(Continued on Third Page.)

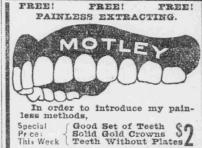
DIED. SMITH-On Thursday, July 20, 1905, at 2 a. m., THOMAS, beloved son of the late Stuart and Johanna Smith, and uncle of Rev. Albert E. Smith, of Frederick, Md. 11. WELLS-On Friday, July 21, 1905, at 8:23 a. m., at her father's residence, ELIZA-BETH FORD, youngest daughter of Charles W. and the late Mary Dodge Wells. 1t WILTBERGER-On Friday, July 21, 1905. at 11 p.m., at her late residence, Terr Cotta, D. C., MARY ELIZABETH, wido of John B. Wiltberger, in the eighty-secon year of her age.

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SPECIAL NOTICES. A STOCKHOLDERS' meeting of The Milfors Pigeonry Company, for the purpose of amending its charter, will be held at 813 Summer st., Boston, Mass., on JULY 31, 1906, at 10 A.M. H. A. NEW-MAN, HARRY S. SEELY. TO WHOM IT MAY CONCERN-Take TO WHOM IT MAY CONCERN—Take notice that the certificate of sale for taxes for part lot 19, square 512, Washington, D. C., on 11th day of April, 188, issued to Joseph Baily, has been lost or destroyed, and that I have applied to the Commissioners, D. C., to issue to me on the 19th day of July, 1905, a duplicate of said certificate. MYER COHEN, 700-706 14th st. nw. jy22,25

THE ANNUAL MEETING of the stockholders of the Independence Mining Company will be held at the office of the company, 515 Colorado building, Washington, D. C., on MONDAY, JULY 31, 1905, at 12:30 P. M. jy2,15,22,20

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